



Toronto International Airport... Serving Canada and the World

Welcome to Toronto International Airport (TIA), which is a federal government facility owned and operated by Transport Canada.

With its over 14 million passengers and 255 000 aircraft movements in 1980, TIA ranks as Canada's busiest airport.

We at Transport Canada are very proud of Toronto International Airport, and we hope this brochure will help to make your visit to the airport convenient and comfortable in every possible way.

Terminal 1 Today. . .

When commissioned in 1964, this circular terminal building - the Aeroquay - was hailed as a "showpiece in airport design." To meet the constant demands posed by the phenomenal increase in passenger traffic experienced during recent years, a major renovation program was started in 1974.

As a result, the Aeroquay, which had an original handling capacity of 3.4 million passengers annually, can now accommodate over 5 million passengers a year.

To ensure a continued high level of service is available to all passengers using Terminal 1, improvement projects are ongoing.

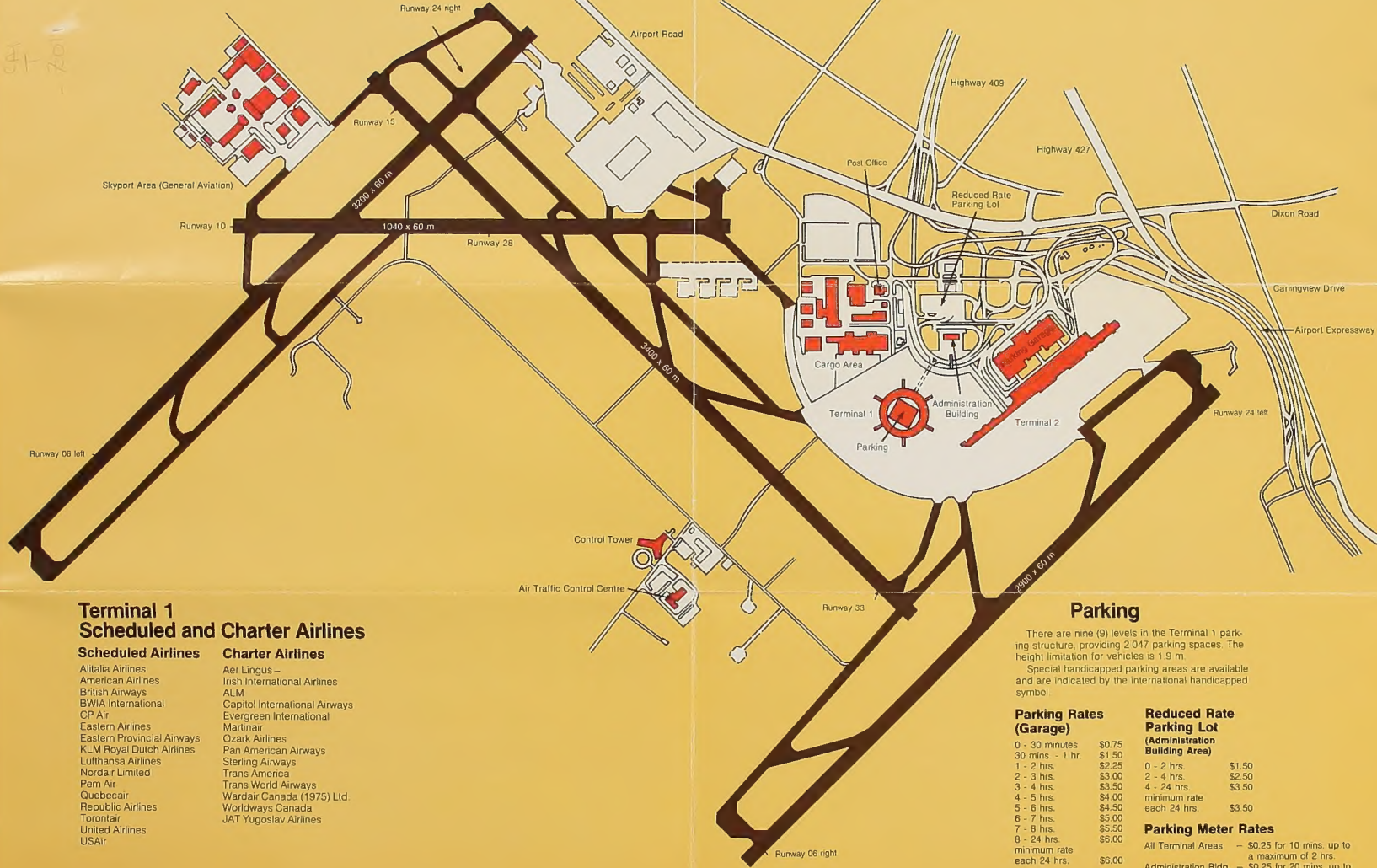
More About TIA. . .

- Toronto International Airport is located on a 1728.9 ha site north-west of downtown Toronto (latitude - 43° 41' N, longitude - 78° 38' W). Aircraft departing and landing at the airport use three main runways 2900 m, 3200 m and 3400 m in length, all having a width of 60 m.

- Transport Canada employs a team of more than 500 staff to keep the airport running. In addition to being responsible for every aspect of the day-to-day administration of the airport, Transport Canada personnel perform other specialized and vital duties. Among these workers are air traffic controllers, who provide guidance to pilots, as well as telecommunications and electronics personnel who lend the technological expertise vital to air-to-ground communication, the heart of safe and efficient movement of aircraft. Trained airport emergency staff are on round-the-clock duty in the event of an accident at the airport.
- Like all federally owned air facilities, Toronto International Airport is operated on a cost-recoverable basis to the greatest extent possible. Although the airport is owned by the federal government, private enterprise plays an active role at the airport in the form of concessions which contribute important revenue to the airport. As tenants, such businesses reduce the expense of operating TIA through rental fees paid to the federal government. Aircraft landing and parking fees also account for a sizeable revenue.
- Past experience shows that civil air transport and an airport which is realizing its maximum potential produce tangible economic benefits by generating jobs, income and local industrial development. For example, activities at Toronto International Airport account for the direct

creation of jobs for approximately 13 000 workers. The indirect creation of many more jobs is an additional bonus - it has been estimated that every 10 jobs at TIA generate nine jobs in other industries. Concessionaires and agencies operating at TIA purchase well over \$100 million in goods and services each year, generating further income and employment for local residents. As a commercial port of major importance not just for Ontario but for Canada as a whole, TIA is comparable to Halifax, Montreal and Vancouver in their roles as essential seaports. Without doubt, the airport is a key stimulant which has played a leading role in the economic development of the Toronto area.

- The easy movement of air cargo, as well as passengers, is an important function of any airport. This is particularly true at TIA. As a result of the efficiency of cargo handling and customs clearance at TIA, the airport is rapidly becoming a central clearing point for all air cargo processed in Canada.
- The Toronto area generates the greatest number of air passenger trips of all metropolitan areas in Canada. Latest available statistics (1980) show that 14 159 500 passengers used TIA that year.
- Annual passenger volumes at TIA increased by 56 per cent, from 6 723 000 to 10 484 000 during the period 1971-74. In comparison, total air traffic in the United States grew by only 20 per cent during the same period. Passenger growth at the airport during the next five years is expected to increase by five per cent per year.



Terminal 1 Scheduled and Charter Airlines

Scheduled Airlines

Alitalia Airlines
American Airlines
British Airways
BWIA International
CP Air
Eastern Airlines
Eastern Provincial Airways
KLM Royal Dutch Airlines
Lufthansa Airlines
Nordair Limited
Pern Air
Quebecair
Republic Airlines
Torontoair
United Airlines
USAir

Charter Airlines

Aer Lingus
Irish International Airlines
ALM
Capitol International Airways
Evergreen International
Martinair
Ozark Airlines
Pan American Airways
Sterling Airways
Trans America
Trans World Airways
Wardair Canada (1975) Ltd.
Worldways Canada
JAT-Yugoslav Airlines

Parking

There are nine (9) levels in the Terminal 1 parking structure, providing 2 047 parking spaces. The height limitation for vehicles is 1.9 m.

Special handicapped parking areas are available and are indicated by the international handicapped symbol.

Parking Rates (Garage)	
0 - 30 minutes	\$0.75
30 mins. - 1 hr.	\$1.50
1 - 2 hrs.	\$2.25
2 - 3 hrs.	\$3.00
3 - 4 hrs.	\$3.50
4 - 5 hrs.	\$4.00
5 - 6 hrs.	\$4.50
6 - 7 hrs.	\$5.00
7 - 8 hrs.	\$5.50
8 - 24 hrs.	\$6.00
minimum rate each 24 hrs.	\$6.00

Reduced Rate Parking Lot (Administration Building Area)	
0 - 2 hrs.	\$1.50
2 - 4 hrs.	\$2.50
4 - 24 hrs.	\$3.50
minimum rate each 24 hrs.	\$3.50

Parking Meter Rates	
All Terminal Areas	- \$0.25 for 10 mins. up to a maximum of 2 hrs.
Administration Bldg	- \$0.25 for 20 mins. up to a maximum of 2 hrs.

Tips For Travellers Using Toronto International Airport

- Departing passengers should schedule additional time for rental car pickup during holiday and rush hour periods. It is recommended that passengers arrive at the airport 30 to 60 minutes prior to departure and preferably one hour in advance of international and transborder flight departures.
- Please observe all speed limits posted at various locations both for your own personal safety and to allow you to follow signs directing you to various locations on the airport site.
- Contact your airline or check this guide to determine the location from which your flight departs.
- You can reach both terminals from Airport/Dixon Road or Highway 401, 427 and the new expressway, Highway 409, via the Airport Expressway.
- Transport Canada regulations require that all explaining passengers be screened prior to boarding. To speed the boarding process, passengers should be screened prior to boarding. To speed the boarding process, passengers should be screened prior to boarding. To speed the boarding process, passengers should be screened prior to boarding.
- Only pets being shipped by air or seeing-eye dogs are permitted in the terminals.

Transport Canada Information Counter



- As a passenger, your comfort and convenience is your prime concern, and it's Transport Canada's also. With this objective in mind, Transport Canada has established information counters on the Arrivals and Departures Levels of Terminal 1, both clearly identified by the international handicapped symbol shown above. Service is provided in Canada's two official languages.
- Staffed by hostesses/hosts who are experienced in the handling of queries of members of the travelling public, the counter personnel welcome any and all inquiries related to the following:
- Flight information
- Ground transportation service
- Language difficulties (together with information in many foreign languages)
- Lost and found items
- Message centres (only)
- Telephone enquiries
- Transportation information
- Please do not hesitate to visit our counters, open daily from 7:30 am to 11 pm on both levels.
- A Transport Canada Information Counter is also located on the Arrivals Level of Terminal 2, open daily from 7:30 am to 11 pm.
- Additional copies of this brochure are available from the counters. Please contact the Airport General Manager, Toronto International Airport, Box 6003, Toronto, Ontario M9P 1B5 or the Public Airports Branch, Transport Canada, 4900 Yonge Street, Suite 300, Willowdale, Ontario M2N 6A5.
- Information provided is current as of January 1982.

Toronto International Airport



Guide to Terminal 1

Airport History

1919 – A legal framework for aviation begins to take shape. The Aeronautics Act is passed in Ottawa, and Canada signs the International Convention for Air Navigation.

1922 – The first Controller of Civil Aviation is appointed.

1930 – Toronto has five small grass air-strips, but no official airport.

1935 – The federal government promises to build an airport, "the finest in all Canada" in Toronto. The two sites under consideration are Barker Field and the Toronto Flying Club property.

1936 – The Department of Transport is formed, the new department has full responsibility for civil aviation.

1937 - April – Possible sites for the Toronto airport have been reduced to seven: four north of the city, one of them being at Malton, and three on the waterfront, including Toronto Island.

July – Toronto City Council votes to proceed with the immediate construction of airports at both the Island and Malton sites.

1937 - August – Nine farm properties are purchased for the future Malton Airport.

September – Construction begins at the Malton site.

1938 - August – The first official landing at Malton is an American Airlines flagship DC-3 carrying airline officials to the Canadian National Exhibition.

August – A Lockheed Super Electra makes Trans Canada Airlines' first formal landing at Malton. Facilities at the new airport consist of the Chapman farmhouse near Sixth Line (now Airport Road) serving as terminal operations building for telecommunications personnel and an airline office.

1939 - January – Toronto Harbour Commissioners receive licence number 202 permitting operation of Malton Airport. Although the commissioners are ultimately responsible for the control, maintenance, management and operation of Malton, they have granted a lease to the Department of Transport to manage the airport proper.

1946 – The federal government agrees to operate Malton for the next ten years, leasing the property from the city.

1947 – Malton will have a new terminal building to handle cargo and passengers and an additional building for postal services and customs clearance.

1949 – New terminal building, described as "Empire's best", opens.

1954 – The federal government announces long-range plans to extend Malton runways and spends some \$5-million to expropriate property. Malton will become an international airport.

1956 – Malton is now the busiest airport in Canada.

The Chapman farmhouse, 1937 – Toronto International Airport's first terminal building

1957 – In preparation for the coming jet age, runways are lengthened and strengthened, a radar for short-range and training work is installed, the existing terminal building expanded, and planning begins on an improved new one.

February 4 – Toronto Council signs an agreement with the federal government handing the Airport over to the Department of Transport for a sum of one dollar.

June – John B. Parkin and Associates is commissioned to design a new terminal, the Aeroquay (Terminal 1). The Parkin concept calls for the construction of four circular terminals, surrounding a central administration building.

1958 – Transport Minister George Hees participates in the groundbreaking ceremony for the new terminal.

1959 – This year Malton unofficially becomes Toronto International Airport as BOAC is the first foreign airline to win landing rights.

1960 - November – Malton Airport officially becomes Toronto International Airport.

1964 – Former Prime Minister Lester B. Pearson officially opens the Aeroquay, calling it a "showpiece in airport design". Built at a cost of \$26-million, its passenger handling capacity is 3-4 million passengers a year.

1966 – Facilities at the new Aeroquay are already strained. This year, the airport records 20,000 aircraft movements, or double 1965's total.

1967 – A consultant's report recommends acquiring another 1213.8 ha of land for future expansion. Transport Minister Paul Hellyer announces there will be no full-scale expansion.

1968 – The Federal Government will not build TIA's second Aeroquay, but announces it will complete a linear terminal by 1971. The design of the terminal, later called Terminal 2, takes into consideration the demands of aircraft developments, such as the introduction of wide-bodied jets.

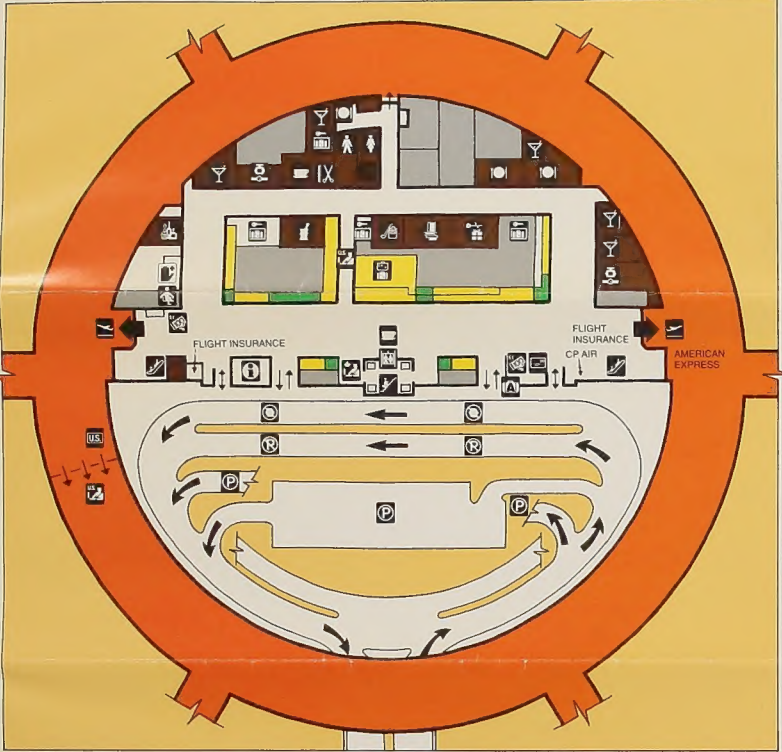
1969 – Construction begins on Terminal 2. Runway 05 left, 23 right is extended to 3200.4 m, taxiways added and other runways strengthened to accommodate jumbo jets. Computerized air traffic services data processing systems and improved instrument landing systems are installed.

1973 – Air Canada moves its entire operation into Terminal 2.

1974 – A five-part improvement proposal by the Toronto (Malton) Implementation Team is approved. To provide adequate service to 1978, there will be alterations and additions to better terminals, aprons and taxiways, modifications of the road system and a parking structure for Terminal 2. The developments will bring the airport's capacity to 12.5 million passengers a year.

1977 – The international extension to Terminal 2 is operational.

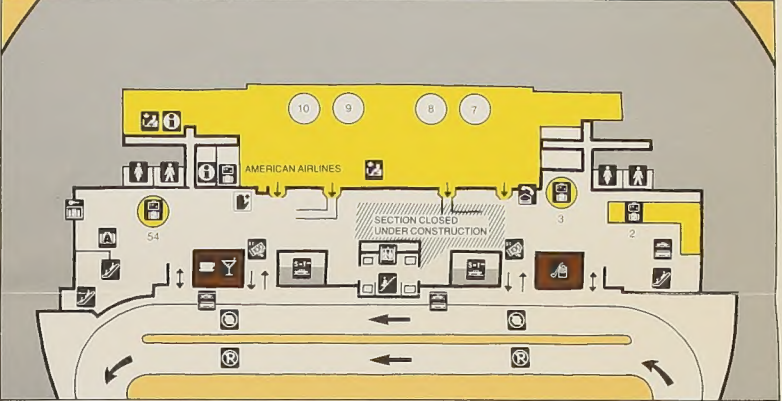
Departures Level



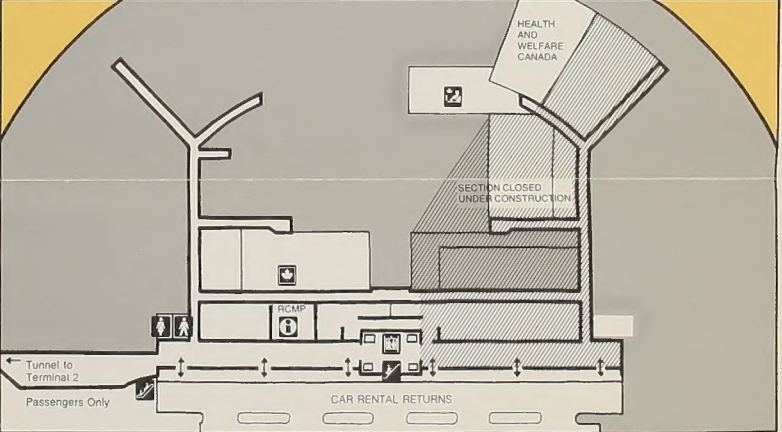
Tunnel to Terminal 2

Passengers transferring between flights are invited to use the tunnel linking Terminals 1 and 2. Equipped with moving sidewalks, it was designed to facilitate the rapid and comfortable movement of travellers using Toronto International Airport. For security reasons, only passengers holding airline tickets for connecting flights may use this tunnel.

Arrivals Level



Basement Level



Colour Codes

- The colour codes below denote the key areas of the two terminals
- Ticket purchase areas
- Departure and security areas
- Baggage area
- Non-public area
- Shopping area (including restaurants, barber shops, duty free shops)

For Your Information...

- Listed below are the services and facilities available in Terminal 1. Please consult the Transport Canada Information Counters for further assistance.
- Airport advertising agent
- Bar
- Barber shop/beauty salon
- Bookstore
- Cafeteria
- Car rental
- Cargo facility operator
- Currency exchange
- Drugstore
- Duty free liquor store
- Duty free shop
- Gift shop
- Newsstand
- Restaurant (licensed)
- Snack bar
- Ticket agent
- Travel insurance agent

Symbols

- The following symbols denote key facilities in the terminals.
- Men's Washroom
- Women's Washroom
- First Aid
- Information Booth
- Elevator
- Stairs
- Escalator
- Transportation
- Rent-A-Car
- Lockers
- Post Office
- Exchange
- Hotel/Motel Direct Line
- Restaurant/Cafeteria
- Snack Bar/Café
- Bar
- Duty Free Liquor Store
- Gift Shop
- Book Store
- Duty Free Shop
- Cigar Store
- Barber
- Drug Store
- Baggage Claim
- Canadian Customs
- U.S. Customs
- Wheelchair Ramp
- Canadian Immigration
- U.S. Immigration
- No Stopping
- Parking
- No Parking
- Travellers Aid
- Departures – Security Screening
- Quiet Lounge

Telephones and lockers are located throughout the Arrivals and Departure Concourses

